WHEEL MANUAL

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Welcome to the ENVE® family and our Product Guarantee.

Register your product at:
www. enve.com/warranty-registration.aspx

Lifetime Crash Replacement:

ENVE® Composites designs and manufactures products that will confidently survive the rigors of competition and riding at the highest levels. We also understand that unintentional accidents happen more often than any of us would like. There are pot holes, that rider who "took me out", distracted drivers, debris, animals, weather, and many other ways to crash or damage your bicycle. It may also be that you have put a ridiculous amount of CX miles in the sand and mud and actually wore out an ENVE product. While this hasn't happened...yet, should something happen not covered by warranty, we want to keep you riding your ENVE products with as little pain to the pocket book as possible. Toward that goal we offer a LIFETIME Crash Replacement Policy to the original owner.

Five-year No Hassle Warranty:

ENVE® Composites warrants all products to be free from defects in materials or workmanship for a period of FIVE YEARS from the original purchase date, (receipt required). **This warranty is non-transferable and valid to the original purchaser of the product only.**

Claims under this warranty must be made through the retailer where the original purchase of your ENVE product was made. Proof of purchase is required.

Congratulations on the purchase of your "Handmade in the USA" ENVE wheelset!

ENVE, by our definition, is the burning desire to get to or create the perfect solution. Every product that bears the ENVE name is the result of this passion. Each rim, wheel, and component is designed with form, function, and beauty in mind. It is Our Culture, it is Our Goal, and it will always be Our Way.

The ENVE® Process

In designing ENVE wheels, our engineers set out to produce the strongest, fastest, stiffest, lightest and most reliable wheels on the planet. Through materials, tooling and finite processes, our engineers focus on designing features into each wheel that address the traditional weaknesses of carbon rims and ultimately result in a wheel that is strong enough to train on and light enough to race on.

Molded Spoke Holes and Valve Stem Hole – ENVE Composites' patented process of molding in spoke holes is one example of how ENVE builds stronger rims. Because carbon fiber structures get their strength from continuous, unbroken fibers, ENVE routes the fibers around the hole which increases the strength of each spoke hole. This technique pays large dividends in the final product by allowing for a lighter spoke face in the rim without compromising strength. Because of this process, our spoke holes are capable of resisting higher spoke tensions which greatly reduces the risk of spoke pull-through during wheelbuild and on the road. Molded spoke holes also improve the quality of the wheelbuild itself. Because the fibers around the spoke face of the rim are 100% intact, spoke tension is distributed more uniformly around the rim. This makes it easier to build a wheel with even tensions, as well as produce a higher quality wheelbuild that will require less maintenance down the road.

Along with molding in the actual spoke hole, ENVE rims also feature molded-in, conical, nipple seats on the inside of each rim. Carbon rims due to their stiffness,

have been notorious for fatiguing spokes prematurely. The molded-in nipple seat allows the mating nipple design to articulate and align with the exit angle of the spoke. This ensures that the spoke will not be bound against the spoke hole or bent; greatly reducing the possibility of premature spoke breakage.

Textured Brake Track – While carbon wheels have outperformed alloy rims on almost every metric for years now, it is generally believed that braking performance has not been one of them. Judging by the feedback received from ENVE customers, the days of alloy braking surface dominance over carbon are coming to an end. ENVE has met the challenge of creating carbon rims with excellent braking characteristics by implementing thoughtful features that equate to real world performance. The most visible of these features is the engineered brake tracks featured on each ENVE Composites road rim. The texture designed into ENVE's brake tracks is actually part of the structure of the rim and not a coating. This ensures that each rim's braking performance will remain unchanged over the life of the rim.

Removable Bladders – It is rare to find a composite cycling component that is devoid of the internal bladder materials that were used in the molding and manufacturing process. These bladder materials are generally adhered to the inside surface of handlebars, stems, seatposts, and often rims. This bladder material not only adds unwanted weight, but in the case of a rim, it can make for a very difficult and compromised wheelbuild. Through proprietary materials and processes, ENVE uses a removable bladder system with all the rims. This process, while not inexpensive or simple, ensures that our products are light and provide for the best wheelbuild possible.

ENVE® Wheelsets Include:

Road Wheels (25, 45, 65, and Smart ENVE System)

- ENVE TI Quick Release Skewers
- 4 x ENVE Grey Brake Pads
- 2 x ENVE Valve Extenders (Installation Instruction on page 13)
  - -39mm - for 45 and SES 3.4 Models
  - -55mm - for 65 and SES 6.7 Models
  - -95mm - for SES 8.9
- 2 x 700c ENVE Rim Strip (Clinchers Only)

Mountain Wheels (26",27.5"and 29" XC/AM)

- 1 x Tubeless Kit, 1 x Roll Tape
- 2 x UST Valve Stems w/ Removable Core

26 Inch Downhill

- 2 x ENVE Rim Strip

SAFETY

To ensure that you maximize the service life of your wheels and that your experience with ENVE is the best, please read and follow these instructions in their entirety.

Rider Longevity Note:

⚠ **Riding a bicycle is inherently dangerous and exposes the rider to many hazards including the unavoidable risk of personal injury or death. We strongly suggest that if you are not a highly skilled bicycle mechanic with professional tools that you leave all installation and service to an ENVE authorized dealer, or another reputable bicycle shop.**

Before You Ride:

- Check that your axles, dropouts, and quick release mechanisms are clean and free of dirt or other debris.
- Ensure that your quick releases or thru-axle wheel retention devices are secured properly. If you are unsure whether your quick release or axle is installed correctly, please consult your dealer.
- Check spokes for tension or damage.

Spoke Tension Recommendations

	Front Radial	Front Non Disc 2x	Front Disc 2x	Rear Non-Drive 2x	Rear Drive-side 2x
Road Wheels	100-110 kgf	100-110 kgf	N/A	80-100kgf	120-140kgf
Mountain Wheels	N/A	80-100kgf	120-140kgf	80-100kgf	120-140kgf

If you locate any loose or damaged spokes, contact your ENVE authorized dealer to have your wheels serviced.

Recommended Tire Size

Check that your tires are sized properly. ENVE recommends the following tire sizes:

	21mm	22mm	23mm	24mm	25mm	28mm	32mm	35mm	40mm
Road 25, 45, 65	■	■	■	■	■	■	■	■	■
SES 3.4, 6.7, 8.9		■	■	■	■				

	1.9"	2.0"	2.1"	2.2"	2.3"	2.4"	2.5"	2.6"	2.7"
MTN XC	■	■	■	■					
MTN AM				■	■	■			
MTN DH					■	■	■	■	■

■ = recommended ☐ = not recommended

Note: Make sure your tires are inflated properly. Running pressure that is too low will make your rim more susceptible to impact related damage.

For example, ENVE recommends the **minimum** pressure for a 150lb (68kg) rider be:

Min. Recommended Tire Pressure	PSI	BAR
Road Tire	90	6.5
Cyclocross Tire	35	2.5
Mountain Tire	25	1.75

All ENVE rims come with a Maximum Pressure recommendation for the specific rim that you have purchased. **Never exceed ENVE's maximum pressure rating or the Max Pressure printed on the tire.**

Maximum Recommended Tire Pressure	Tire Size	PSI	BAR
Road Clincher	21-28mm	125	8.6
Road/Mountain Tubular	21-28mm	N/A*	N/A*
Mountain Clincher	1.75"	70	4.8
Mountain Clincher	2.0"	60	3.4
Mountain Clincher	2.25"	55	3.1
Mountain Clincher	2.5"	45	2.8

*Refer to tire manufacturers pressure rating.

- Make sure that your brakes are connected and functioning properly. This includes checking the alignment of your pads to ensure they match the braking surface of the rim for road/cx wheels and ensuring that your pads contact the rotor and are not showing excessive signs of wear on a disc brake set up.
- Install or ask your local dealer to install your ENVE Composites supplied brake pads. These pads have been optimized to provide you with the best braking performance available. ENVE requires the use of these pads in order for ENVE's Two Year Warranty to take effect. Replacement pads may be purchased from your local dealer or www.ENVE.com.

Replace your pads at the beginning of each season OR if:

- They show signs of uneven wear.
- They become contaminated. Contaminants include but are not limited to sand, mud, and alloy particles from use with alloy rims.

⚠ **Tech Note:** Check your brake pads regularly to ensure that there are no contaminants that will damage your full-carbon braking surface. Keep pads and rim clean at all times to avoid pad glazing and loss of braking power.

ENVE designs, tests, and qualifies wheels for very specific purposes. Subjecting your wheels to disciplines other than what they were designed for is unwise and may result in wheel failure, personal injury, or death.

Suggested Rim Application Guide -Road Wheels:

	CX	Road	Tri	TT	Track
25	■	■			
45	■	■	■		
65	■	■	■	■	
SES 3.4		■	■	■	
SES 6.7		■	■	■	■
SES 8.9			■	■	■

Mountain Wheels:

	XC	Marathon	Trail	AM	Free Ride	Dirt Jump	DH
XCT	■	■					
XC	■	■	■				
AM		■	■	■			
DH					■	■	■

■ = recommended ☐ = not recommended

ENVE Grey Brake Pad Installation

Tools Required:
-2mm Allen Wrench (in some cases a 2.5mm Allen wrench is needed)
-Needle Nose Pliers (optional)

⚠ If your pads slide out towards the front of the bike then the brake pad carriers were installed incorrectly. Reverse the direction of the pad carriers so the pads can only be removed when pushed or pulled towards the back of the bike frame. If you are not confident that you can complete this installation properly, please visit your local bike shop for assistance.

Warranty is void if you don't use ENVE brake pads!

Installation of Shimano/SRAM Style Grey Brake Pad

1. Place your bike in a bike stand so that you can remove the wheels and still work on your frame. This isn't necessary, but makes the job easier.
2. Using the 2mm Allen wrench, remove the retention screws from all four pad carriers. Set the screws aside in a safe place where you won't lose or drop them.
3. Slide pads out towards the rear of the bicycle. If you cannot accomplish this using your fingers, feel free to use needle nose pliers.
4. Install each pad to the proper corresponding carrier. Each pad is labeled "Left" or "Right" and has an arrow indicating the forward direction in which the pad should be oriented.
5. Replace each retention screw and tighten according to manufacturer specifications.

Installation of Campagnolo Style Grey Brake Pad

1. Place your bike in a bike stand so that you can remove the wheels and still work on your frame. This isn't necessary, but makes the job easier.
2. In 2011 Campagnolo fitted all their brake pad carriers with a retention clip which is not present on models prior to 2011. To remove your pads lift the retention tab and pull the pad out towards the back of the bike until the depression in the pad clears the retention tab, and proceed to completely remove the brake pad.
3. Install each pad to the proper corresponding carrier. Each pad is labeled "Left" or "Right" and has an arrow indicating the forward direction in which the pad should be oriented.
4. Ensure that the retention clip has seated into the depression in the brake pad.

ENVE Valve Extender Installation – Road Only

Tools Required:
-5mm Open End Wrench or Needle Nose Pliers

1. NOTE: Install the valve extenders before installing your tires.
2. Locate the valve stem of your tire. (Use presta style valve stems only!)
3. Using a 5mm open end wrench, or needle nose pliers; remove the valve core from the stem of the tire or tube.
4. In place of the valve core, thread in your ENVE Valve Extender until finger tight, and then tighten the extender an additional quarter to half turn with your tool of choice.
5. Replace stock valve core into opposite end of the ENVE Valve Extender.
6. Repeat on other tire or tube.

NOTE: With all ENVE Road Tubulars you will receive the following length extenders:

Rim	Valve Extender
25	N/A
35	39mm
45	39mm
60	55mm
65	55mm
70	55mm
85	95mm
95	95mm

NOTE: For ENVE Road Clinchers we recommend purchasing inner-tubes with valve lengths that will accommodate the depth of your wheel. See chart below:

Rim Depth	Inner-Tube Valve Stem Length
25	32mm
35	48mm
45	60mm
60	80mm
65	80mm
70	80mm
85	N/A
95	N/A

ENVE Clincher Tire Installation

Below is a basic guide to mounting clincher tires on your new ENVE carbon clincher rims.

Installing Rim Strip

NOTE: Only use ENVE supplied rim strips. Use of Velox© or similar thick cloth tape is not recommended as it will make tire installation more difficult.

1. Locate the valve stem hole in the rim and align it with the hole punched in your ENVE supplied rim strip.
2. With ENVE logo facing up, stretch the rim strip over the rim.
3. Check the entire circumference of the rim to make sure that the rim strip is centered; that there are no creases or folds; and that all the spoke holes are covered.

Installing Tires

1. Determine the recommended rotational direction as suggested by the tire manufacturer. Not all tires are directional but an arrow will generally be present on the sidewall of the tire to indicate the proper rotational direction.
2. Using only your hands, mount one side of the tire bead onto the rim aligning the tire's logo with the rim's valve stem hole.
3. Inflate your inner-tube just until it takes shape.
4. Install the tube's valve stem into the rim's valve stem hole, and proceed by seating the tube in between the rim and tire. Be careful not to twist or fold the tube.
5. Install the other tire bead onto the rim using caution not to pinch the tube between the rim and tire bead.

NOTE: ENVE does not recommend the use of tire levers to install or remove your tires. However, we understand that there are moments when the use of a tire lever is necessary. When using a tire lever, only use PLASTIC levers, and be careful not to pinch your inner-tube during the install.

Tech Note: If it is difficult to fully install the second side of the tire bead, check that the tube around the area of the valve stem is not pinched under the tire bead. If it is, push the valve stem in towards the tire about 1 cm and then try mounting the bead again.

1. Inflate the tire to a low pressure and ensure that both tire beads are properly seated and that no tube is sticking out. Correct as necessary.
2. Inflate the tire to full pressure. When you spin the wheel the tire should not hop or wander side to side.

ENVE Tubular Tire Installation

Gluing tubular tires is not for everyone, and requires 2-3 days to do a proper mount. We highly recommend that an experienced bicycle technician with gluing experience mount your tubulars. It is also completely acceptable to use a tape system such as Tufo© Extreme tape to mount your tubular tires. We have had a great experience using the Tufo© system and it can be installed cleanly and quickly in the comfort of your living room.

Below is a basic guide to mounting tubular tires on your new ENVE carbon tubular rims. Always refer to the glue manufacturer's instructions as processes may vary.

⚠ **Note**: When removing tubular tires from an ENVE rim, remove slowy and with care. Quick and careless removal may damage the rim.

Tools Required:

- Truing Stand to hold wheel
- Rags
- Alcohol or Acetone (Acetone is safe to use on the rims, but it will damage the decals.)
- Acid Brush or Similar
- Latex Gloves
- Floor Pump
- Abrasive pad (Scotch Brite) or 120 Grit Sandpaper
- Glue or Tape of your choice

Before you Glue or Tape:

Time Required – 15 Minutes

1. Install the valve extenders provided with your ENVE rims on your tire.If you are going to install sealant in your tubular tire, now is the time to do so.

2. Prepare the rim by cleaning the tire bed of the rim using either the 120 grit or finer sand paper or the abrasive pad. Starting at the valve hole, work your way around the entire tire bed surface of the rim. Apply acetone to a rag and clean surface of the tire bed until no sanding residue appears on your rag.

NOTE: Acetone will damage your decals.

The day before you intend to glue or tape your rims, install your tires on the rim to pre-stretch them and ensure proper fit. Once installed, inflate them to within 10-20 psi of the rated max pressure.

Tech Note: This is a good opportunity to get used to installing the tire on the rim. Practice this several times before glue comes into the picture. Once you have glue on the rim and tire, you will only get one chance!

We recommend a minimum 12 hour stretch time, but refer to the tire manufacturer's instructions for specific recommendations.

Gluing and Taping

Taping Tubular Tires:

Time Required – 15 Minutes

If you are taping your rims simply follow the instructions given by the tape manufacturer.

⚠ **Not all tubular tires are compatible with tape. Be sure to verify compatibility of the tape and tire with both manufacturers before installation.**

Gluing Tubular Tires:

Time Required – Generally 72 hrs before you can ride

Step 1

Total Time Required – 12 Hours

- Place your wheel in the truing stand.
- Inflate your tires just until the tire twists and the base tape faces outward.
- Put on your latex gloves and open the glue container or tube.
- Grab your brush and apply a light and even coat of glue to both the rim and the tire. Be sure to apply the glue across the entire surface of the rim's tire bed and tire's base tape. Be careful to not get glue inside the spoke holes of the rim.
- Set rims and tires aside for drying in a dust free, well ventilated area.
- Refer to the glue manufacturer's instructions for proper drying times.

Step 2 – After the glue has dried according to the manufacturer's recommendation, repeat Step 1.

Step 3 – Repeat Step 2 plus...

Total Time Required – 12 Hours

- After applying your third and final coat of glue to both the rim and tire, you are ready to mount the tire to the rim. You should let the rim and tire sit for a few minutes before mounting the tire.
- **Tech Note:** Some will recommend that the third and final coat be applied only to the rim. Refer to the glue manufacturer's instructions to ensure you obtain the best adhesion possible.
- Deflate the tire and remove the rim from the truing stand.
- Hold the rim between your feet on the floor, on a clean, non-slip surface.
- Put the valve stem through the rim's valve stem hole. Press down firmly.
- Grab the tire to the left and right of the valve stem and work the tire onto the rim working down toward the floor.
- When you get to the floor pick up the wheel and slide the remaining tire onto the rim using your thumbs.
- Quickly check that the tire is centered on the rim.
- Inflate the tire just enough so that it takes shape and check to see that an equal amount of base tape is showing on both sides around the rim.
- Inflate the tire to 50 psi (3.4 bar) and place it in your truing stand. Spin the tire slowly and make sure that the tire is not wandering from side to side. If it is, deflate the tire slightly and move it over until the tire is completely centered on the rim showing equal amounts of base tape on both sides of the rim. Repeat this step as necessary.
- Inflate tire to recommended pressure.
- Clean any excess glue from the rim and brake track using your rag and acetone.
- Allow 24 hours for glue to dry.

Before you ride

- After 24 hours, check both your front and rear wheels to ensure that the tires are adhered properly. To do this, grab the tire with both hands and with moderate force try to roll the tire off the rim. If it holds you are ready to ride!

Mountain Tubeless Kit and Tire Installation

Tools Required

- ENVE Tubeless Kit (2 Valve Extenders, 1 roll of tape)
- Scissors
- Floor Pump
- Plastic Tire Lever (optional)
- Tire Sealant
- Alcohol or Acetone
- Rag

Rim Preparation:

- Wipe clean the tire bed of the rim using your rag and acetone to ensure that the surface is free of grease and debris.

Installation of ENVE Tubeless Kit

1. Apply tape to the rim tire bed by starting between the valve stem hole and the first spoke hole.
2. Proceed to apply the tape towards valve stem hole and continue around the entire rim while applying a generous amount of pressure to ensure that the tape conforms to the lower rim channel. Make sure that the tape is adhering to the lower channel and conforms to the contour of the rim bed.
3. Continue past the starting point and finish with a 2-3 inch (5-8cm) overlap. The overlap should cross over the valve stem hole.
4. Double check that the tape is fully adhered around the whole rim. If there are any wrinkles or gaps the seal may be compromised.

Tech Note: The tape needs to be seated below the rim's hook bead. Using a tire lever, gently press the tape down around the entire circumference of the rim to ensure that it is 100% adhered and that there are no gaps along the edges of the tape.

5. Press the valve stem through the tape at the valve stem hole and firmly seat the stem in position. It should completely conform to the shape of the rim channel. Install the valve stem lock-ring with the rubber O-ring between rim and lock-ring. This should be only as tight as what you can accomplish with your bare hands.

Installing the Tire

Tech Note: ENVE Composites mountain rims are designed around tubeless standards and for maximum tubeless performance we recommend using UST certified tires. Most tires labeled Tubeless Ready will work equally as well, but are not guaranteed to follow the strict dimensional requirements of UST. The use of Non-UST or Non-Tubeless Ready tires may require the use of more than one layer of tape and possibly an air compressor.

If you have questions related to tire choice please contact ENVE Customer Service 877-358-2869.

1. Determine the recommended rotational direction as suggested by the tire manufacturer. Not all tires are directional but an arrow will generally be present on the sidewall of the tire to indicate the proper rotational direction.
2. Using only your hands, mount one side of the tire bead onto the rim aligning the tire's logo with the rim's valve stem hole.
3. Mount the opposite tire bead, starting opposite the valve stem and working down both sides of the rim towards the valve stem. Leave enough tire bead (generally 5-8 inches) exposed so that you can install your tire sealant of choice.

Tech Note: Latex based sealants are safe to use in ENVE mountain wheels. However, there are many tire manufacturers that do not permit the use of sealant with their tires. Check with the tire manufacturer if you

are unsure whether your tires are sealant approved.

4. Install sealant, and rotate the wheel so that the sealant is opposite of the open tire bead.
5. Insert the remaining portion of tire bead into the rim. This will definitely require two hands and some muscle.
6. Inflate the tire to lock the beads into the rim. You will hear and feel them snap into place.
7. Verify that the bead is fully seated by checking that the bead seat indicator line is equally displayed above the rim edge around the entire rim. If not, deflate and retry.

Tech Note: Never exceed maximum pressure rating of the rim while attempting to seat the tire bead. Use soapy water as a lubricant on beads that don't want to seat.

8. Inflate tire to riding pressure (see chart on page 10).

Removing the Tire

1. Deflate the tire.
2. Opposite the valve stem, push one bead of the tire into the center channel of the rim and then remove the bead. You will most likely need to use a plastic tire lever, but before you do make sure the bead is completely loose and resting in the center channel.
3. Repeat for opposite bead.

Issue	Causes	Possible Solutions
Tire not seating	Tire Diameter is to large or loose	Add second layer of tape: Use an air compressor (do not exceed ENVE's max rated PSI); Purchase a UST or Tubeless Ready tire.

Issue	Causes	Possible Solutions
	Tire diameter is too small	Apply soapy water to bead and reinflate until tire seats (do not exceed ENVE's max rated PSI)
	Folds in tire from packaging	Inflate tire with a tube in it and let it sit in a warm room for 30 minutes. This will remove packaging creases from the tire.
Tire seats but leaks air	Valve stem not seated	Press down firmly on valve stem until it sets flush with the rim channel.

Issue	Causes	Possible Solutions
Tire seats but leaks air	Tape not installed properly	Remove tire and inspect tape for wrinkles, bubbles, or folds. Ensure that you have a 2-3" (6-8cm) overlap at the valve hole.
	If rim isn't cleaned properly tape may not adhere to rim and may migrate	Clean the rim with acetone or rubbing alcohol and reapply tape.
	Tire Bead Damaged/ Worn	Time for new tires.

Wheel Installation

Installation of the Quick Release

ENVE Quick Release skewers should only be used with forks that feature secondary retention tabs on the drop-outs to prevent accidental wheel loss. ENVE does not recommend the removal of these retention tabs.

1. Unthread the adjusting nut from the end of the quick release skewer and remove the tension spring.
2. Insert the quick release skewer through the hub axle from the non-drive side on the rear and non-disk side on the front.
3. Re-install the tension spring with the smaller diameter of spring facing inward.
4. Thread the adjusting nut a few turns back on to the skewer.

Front Wheel

1. Check that brake quick release and wheel quick release are in the open position.
2. Install the front wheel into the fork dropouts so that the axles are fully seated leaving no gap between the top of the dropout and top of the axle.

Tech Note: Locate the arrow indicating the proper rotational direction of your tire (hopefully you did this when you mounted your tires), and then make sure that the FRONT quick release skewer lever is on the non-drive side of a road bike and non-disc side of your mountain bike.

3. Close the quick release half way.
4. Tighten the adjusting nut until it contacts the dropout.
5. Close the lever. At 90 degrees to the fork you should feel tension, but still be able to close it fully.
6. Upon fully closing the quick release lever it should leave a very clear impression in the palm of your hand. If it does not then your quick release is not tight enough. Loosen the quick release, tighten the adjusting nut a quarter to a half turn and retighten the lever until proper tightness is achieved.
7. Lever should be positioned behind the fork leg.

Rear Wheel

1. Check that brake quick release and wheel quick release are in the open position.
2. Shift the rear derailleur into the highest (smallest) gear.
3. Pull back and down on the rear derailleur to open the chain and install the cassette between upper and lower sections of chain. Align the cassette so that the chain rests on the smallest cog.
4. Install the rear wheel into the frame dropouts so that the axles are fully seated leaving no gap between the top of the dropout and top of the axle.

Tech Note: Locate the arrow indicating the proper rotational direction of your tire (hopefully you did this when you mounted your tires), and then make sure that the rear quick release skewer lever is on the non-drive side of your bike.

5. Close the quick release half way.
6. Tighten the adjusting nut until it contacts the dropout.
7. Close the lever. At half way closed you should feel tension, but still be able to close it fully.
8. Upon fully closing the quick release lever it should leave a very clear impression in the palm of your hand. If it does not then your quick release is not tight enough. Loosen the quick release, tighten the adjusting nut a quarter to a half turn

and retighten the lever until proper tightness is achieved.

9. For safety the lever should be positioned between the seat stay and chain stay.

Pre-Ride Inspection

1. Close the brake caliper quick release mechanisms and check that your brakes are functioning properly. For a mountain bike with disc brakes, spin your wheels to ensure that your rotors are not rubbing and that the brakes are working properly.
2. Make sure that both your front and rear wheels are centered in the fork and frame. If they are not you will need to loosen the quick release and re-seat the axle in the dropout. Double check that the quick release retention springs are installed correctly (smaller end facing inward). If after several attempts you are unable to center the wheel, consult your local ENVE dealer or a professional bike mechanic.
3. Preferably with your bike in a stand or by picking up the rear end of the bike, shift through the gears to ensure that the shifting system is working properly and that the wheel spins true.

General Care and Maintenance

- To clean your full carbon ENVE rim you may use soap and water.
- Store you wheels in a dry location.
- Store your wheels away from direct sunlight. Extended exposure may cause discoloration of rim over time.
- To remove tubular glue or adhesive from the rim you may use alcohol or acetone.

NOTE: If using Acetone, avoid contact with the decals as this will damage them.

- Inspect your wheelset regularly for proper spoke tension, vertical and lateral true, bearing play, and bearing smoothness. Service related to any of the above issues should be performed by a professional bike mechanic.
- Once a year, inspect the inside or your rim using a flashlight to check for nipple corrosion.
- If any damage or questionable wear is discovered while inspecting your rim, contact ENVE Customer Service (888-358-2869) for assistance before your next ride.

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